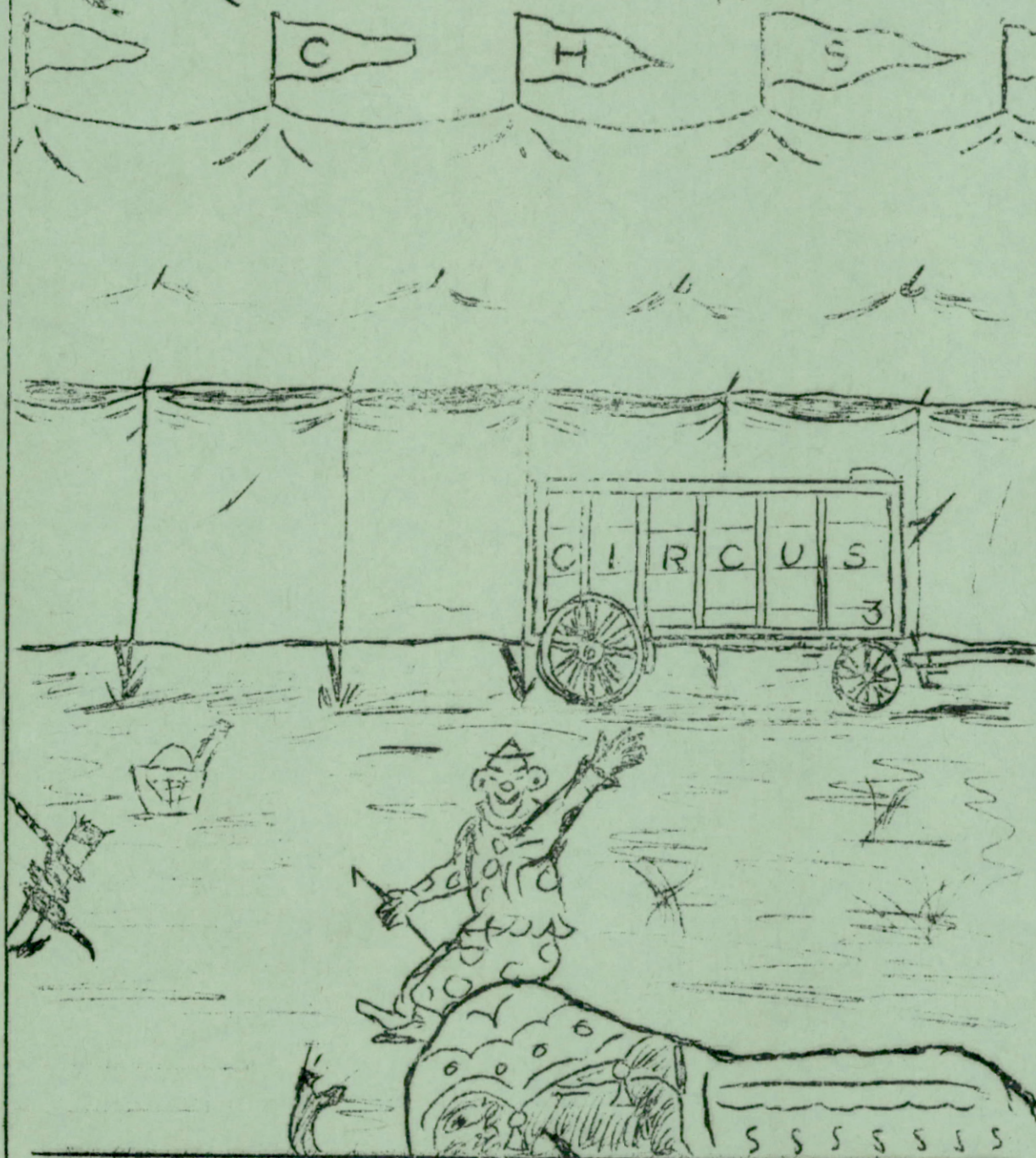


PARADE CALL

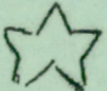


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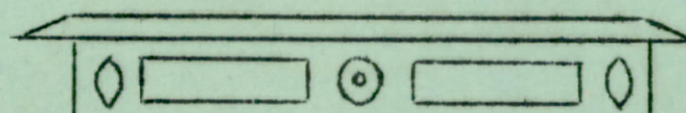
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OF
C. H. S.
TWO HEMISPHERES
BANDWAGON DIV.
II


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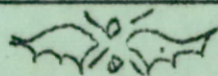


JOHN M. BROWN - Ed.
ALLEN P. WESCOTT - CONT-
RIBUTING Ed.
MAURICE J. ALLAIRE - ART
DIRECTOR - ASSOCIATE Ed.
AND MIMEOGRAPHER



~TICKETS~
GRANDSTAND
SEATS

DON SMITH'S MESSAGE
TALKS WITH AN OLD TROUPER
HAGENBECK-WALLACE WRECK
A CIRCUS COCKTAIL
IN THE LIGHT OF SMOKING -
TORCHES
CROWLEY'S GREAT MYTHICAL
SHOWS - II
NOTES FROM A BAND TOP
BUGLE ~~~~~ ETC.



DON SMITH'S MESSAGE



Fellow Members of CHS,
Two Hemispheres Division;

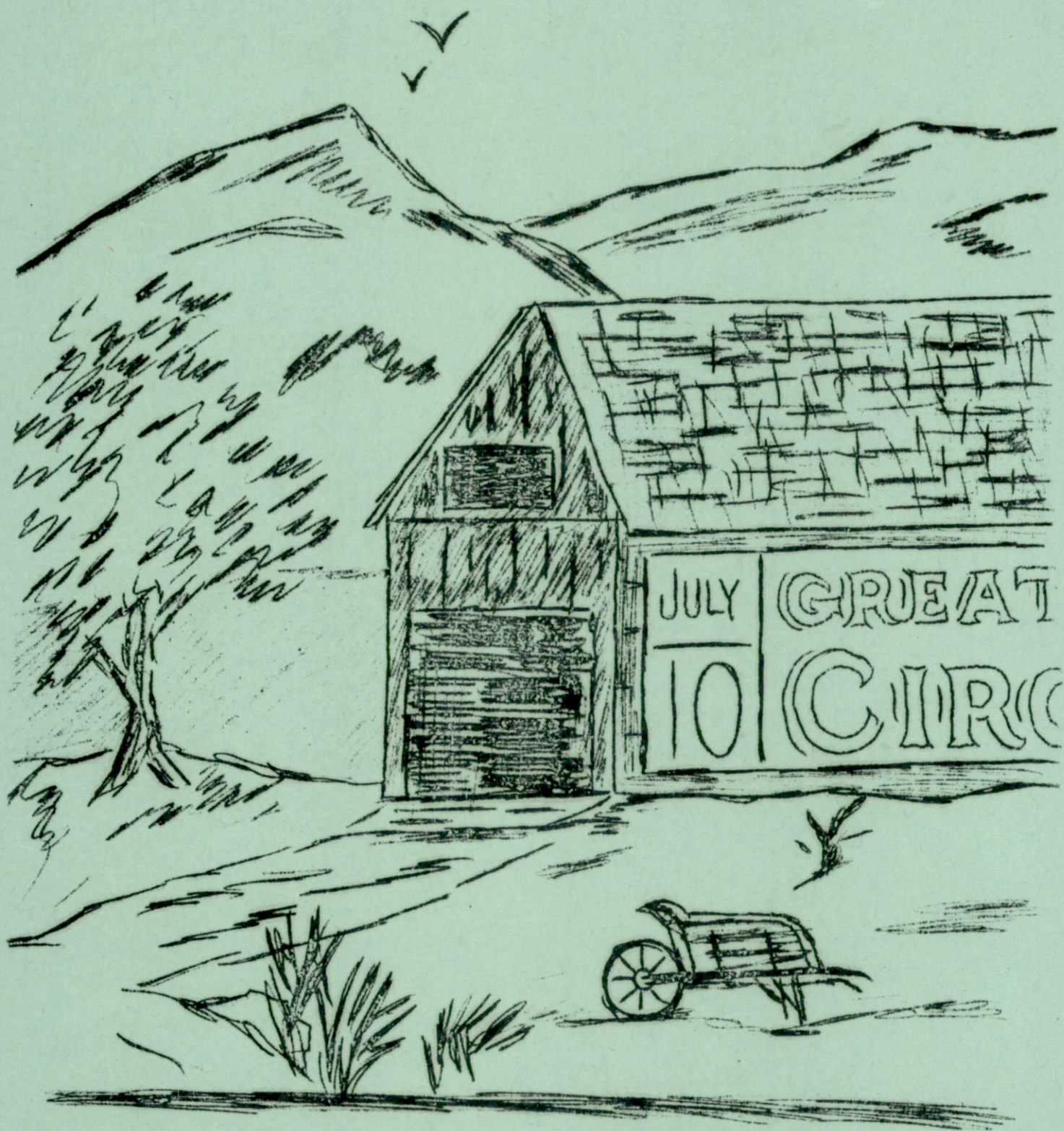
It is indeed with pleasure that I address this sincere note of deepest appreciation to the Members of your Division of the Circus Historical Society, and to the Editors of your fine publication, "Parade Call". The dedication of this paper in my name is an Honor, entirely unexpected, and the wording of your tribute to me, as Founder of CHS, has gained for you, a warm spot in my heart forever. I hope to have it set in type, for framing in my Circus Room, as it so nearly expresses my original thoughts in bringing together such worthy men as you, to preserve the memories of the Circus.

I had hoped that it would be possible to meet a great many of you in person, at our proposed National Convention this summer. However, it now appears that we must forego such pleasantries for one more season at least, due to present turn of the War. In the meantime I hope that it will not be too difficult for the various Divisions to hold Sectional Meetings at some appropriate time during the year, and to display our Collections, so that the Public and the Show-world may realize the work we are undertaking. Eastern Michigan members will sponsor such a meeting for Div. I at date to be announced, and welcome your attendance if possible, or an item from your Collection for display. Assuring you, one and all, of my hearty co-operation at all times, I remain,

Circusly yours,

Don Smith

Founder-C H S



TALKS WITH AN OLD
TROUPEUR

TALKS WITH AN OLD TROUPE

BY

JOHN M. BROWN

"Yes sir, we sure kept busy on that show!" - the speaker was our host, Ed Brown (C H S) of Bath, Maine who has followed the sawdust trail for some sixty adventurous seasons; PRESCOTT'S GREAT EASTERN CIRCUS, a small wagon troupe which played along the Maine coast and through the north woods back in the summers of 1895 and 1896, was the show he referred to. "There were only thirty people on our roster the first year we went out and so everyone had to 'double in brass'. As soon as we hit town, I helped with the setting up, then beat it for the hotel and a hearty breakfast, afterwards sharing a bed with two other kinkers until parade time when I hurried back to the lot, jumped into a pair of tights and took my place in the line of march.

Four weatherbeaten wagons, two or three ring horses, a band and a handful of performers made up our Grand, Glittering, Free Street Pageant, but since we were usually playing to folks who had never seen anything outside of an occasional peddler's cart, we always received a royal welcome! The moment the parade was over, I climbed into my street clothes, returned to the hotel for lunch and then hiked back to the show grounds in time to catch the matinee crowd as it came along. I started the afternoon off by making openings for the "Big Show" while standing atop the ticket wagon, then when the customers began filing into our two pole top, I pitched song-books until the band struck up a lively tune which was the signal for me to head over to the dressing tent and make ready for the main program.

A single trap routine, tumbling, comedy bicycle act, indian club drill and flying return number together with "leaps" by the entire company, accounted for my whereabouts during the next two hours and then we didn't call it quits until a fifteen-minute grand concert had been thrown in for good measure! You can bet your bottom dollar that we ran up a sizeable food bill when the supper bell sounded down at the hotel, for there was still the night show to be played!

Later on, when it was "all out and all over" and the village had gone to bed, we struggled in the chill darkness to get the show off the lot and on the road to the next stand. When the last pole had been lashed to the sides of the canvas wagon, I hoisted my weary body onto the rear seat of "Annie Rooney", our rickety passenger hack and prepared to receive a fitful night's rest as we jolted over the highway. You'd just get to sleep when a gust of wind would come through the flaps and carry your derby hat into the next county or a rough voice would order everyone out to walk up the hills. I can recall watching the dawn break over many a Maine valley as we tramped into town on foot!

TALKS WITH AN OLD TROUPER
(Continued)

Countless incidents, some tragic and others downright funny, occurred during our travels. There was that time up in the Rangeley Lakes country when the farm boy who had joined out to drive our pole wagon, dozed off on his seat and wound up at the bottom of a deep ravine, unhurt, but mired for fair! It took half a day to get the outfit back on the road and when we finally pulled into the village, a whole army of summer visitors swarmed onto the lot and helped get the show up! Then there was that July afternoon near Bangor when a crowd of red-eyed river drivers set out to wreck the opera and would have succeeded had not Prescott summoned "Tige" his 135 pound mastiff, who confronted the toughs with bared fangs and dripping jowls, a sight horrible enough to send the gang racing back to their legs in a hurry!

What might have been a most serious accident happened while we were showing Island Falls; a guy wire suddenly broke, sending a trapeze and two of our performers crashing to the ground; fortunately, no one was seriously injured and the program was completed without further hitch. Things like these were everyday matters with the old-time show people and the life though hard was certainly healthy!" - (The writer can attest to this fact for I have never seen a younger looking eighty-three year old than Ed Brown!) "I wouldn't have missed it for the world however and I only wish those good old days were back with us!

Before you go, you will be interested to know that we went out the next year a much bigger and better equipped circus. Punch Irving had the kid show and Fletcher Smith was getting his first taste of sawdust along our route. Prof. William Bristol's Famous Performing Horses and Alberta, the singing clown were big time features appearing under the GREAT EASTERN top and we also posted a lot of flashy paper on Down East barns and fences, (there were only a few handbills to advertise our coming, the first season.) - Prescott met with reverses after ten weeks on the road however and when his drivers struck at Castine, he decided to call it a day and so we went back into quarters at Rockland. This was indeed a sad ending for such a fine little show but there was a laugh in it just the same, for we found out a few days later that our advance man had contracted and billed the lower half of New Hampshire apparently unaware of the fact that the GREAT EASTERN had folded!

I finished out the season with a carnival, doing a free outside bicycle act and barking for one of the side shows. Have been with a lot of titles since then, including, WALTER L. MAIN-JOHN ROBINSON'S TEN BIG SHOWS-DOWNIE & WHEELER and a little trick of my own called ED BROWNE'S OVERLAND SHOWS. I'll tell you about these some other night when the wind gets to howling and it's good to sit by a warm fire!

Drop in again son !

THE GREATEST ACT ON EARTH TODAY *** WAR BONDS COMING FROM OUR PAY!



HAGENBECK-WALLACE WRECK ~
FROM THE FILES OF
MAURICE J. ALLAIRE

HAGENBECK-WALLACE WRECK

THE TRUE STORY OF A WAR TIME DISASTER CAUSED BY ONE LITTLE BOX OF PILLS.

BY E. J. BAKER

Little things are always important in the railroad game. A broken bolt is more than a broken bolt. It is a portent of disaster. An insignificant act is more than it appears to be. It may lead up to terrible consequences. Such was the case of the worst wreck in railroad history. It was caused by a box of kidney pills.

The accident occurred just before sunrise of June 22, 1918 on the Michigan Central at Ivanhoe, Indiana, a suburb of Chicago. At 2:30 A.M.-The second section of the westbound Hagenbeck Wallace Circus train left Michigan City, Indiana with orders to take the Gary & Western at Ivanhoe. The train consisted of engine No. 7826, seven stock cars, fourteen flat cars, four sleepers and a caboose. All except the caboose being the property of the Circus Company.

This train was in charge of Conductor R.W. Johnson and Engineer Gasper. Trainmaster F. S. Whipple was riding the caboose.

The circus was to play that day at Hammond, Indiana. Most of the performers, worn out from their labor of the previous day, were sleeping soundly in their berths. All of the cars were wooden. The sleeping cars were rebuilt pullmans, with steel platforms and with some berths three deep. They were illuminated by oil lanterns, hung in the center - no other lights being permitted.

Charles Dollmer, manager of the show, was sitting up checking over the day's books. His wife lay asleep in their berth. Hercules Navarro, nationally famed strong man, was snoring loudly. Joe Coyle, clown, also was asleep. He had no foreboding that his wife and two babies would meet death at his side and that he would sob "I wish I could have died with them".

The train was loafing along at about 25 miles an hour, slowed up by a caution signal east of Ivanhoe, and came to a stop at 3:55 A.M. In answer to a signal from Conductor Johnson, who had noticed a hot box on one of the flat cars loaded with circus equipment, Engineman Gasper stopped with his locomotive pilot just a few feet from the Elgin Joliet & Eastern Crossing. Trainmaster Whipple, dozing in the caboose, awoke with a jerk to see the headlight of a speeding locomotive boring a hole through the darkness, but not thinking at the moment, that it could possibly be on the same track.

Meanwhile, an empty troop train in charge of Conductor L. Johnson and Engineer Alonzo K. Sargent had left Michigan City at 2:57 A.M., twenty seven minutes after the departure of the circus special. This train consisted of engine No. 8485 and 21 steel pullmans.

THE HAGENBECK - WALLACE WRECK
(Continued)

The night was clear and signal lamps were burning brightly. Jogging along at between 25 and 30 miles an hour, the troop train passed the automatic signal two miles east of Ivanhoe, which was set at caution. It passed the next signal, red as crimson. Without even slowing down, it passed flagman Timm of the circus train, although Timm swung his red lantern frantically, lighted a fusee, and flung the burning fusee at the cab window as the 8485 thundered by.

Ignoring every possible danger signal, the 8485 plowed into the rear of the circus extra. The wooden circus cars crumpled up like paper, and almost immediately burst into flame from the oil lamps.

Clowns, bareback riders, trapeze performers, and acrobats, many of them veterans of the "Big Top" perished in the crash that had come too sudden for them to escape. Many were suffocated or burned to death. A total of 68 men and women answered "the last call" in that wreck, and 127 others were injured.

Miss Rose Roseland, a bareback rider, whose salary was 25,000 a year, was crushed to death in her berth. The ballet of one hundred dancing girls was decimated. Among the other victims were the Rooney Family of bareback riders, the Meyer Family of animal trainers, the Cotterell Family of equestriennes and Harry La Pare, Ed Devoe and Mark Adams, clowns. Hercules Navarro, the strong man, died in agony, his body crushed from the waist down.

The first man to find Navarro, as he lay dying, was W.P. Robinson, a contributor to this magazine and an organizer for the switchmen's union. At that time he was switch foreman for the Indiana Harbor Belt at Gibson, Ind. He says, "We coupled onto twelve cabooses and hustled them from Gibson to Ivanhoe Tower over what was known as the Gary & Western. There we saw the horrible wreck. The 8485 was still upright, her front end down, looking like a big crouching dog.

We joined in the rescue work; whenever we saw a clump of bushes move or quiver, we hurried there with a stretcher. I came across Navarro. He was crying out piteously, "Kill me, I want to die". My crew and I hauled 60 of the 127 injured to the hospital at Hammond!

The first tints of dawn were visible in the sky at the moment of the crash. Performers, who escaped death, stood along the right-of-way in their night clothing, dazed and helpless; as their comrades were dying in the wreckage. Manager Dollmer, who had escaped unhurt after throwing his wife out of the car to safety just before the collisions, worked heroically to rescue those pinioned in the debris.

Survivors clawed into the wreck, searching hysterically for friends and relatives. Only force prevented some from rushing into the roaring furnace of wreckage. Trainmaster Whipple was among the missing.

THE HAGENBECK - WALLACE WRECK (Continued)

News of the disaster was slow in getting out, as the wreck tore down the wires. Ed Ballard, of French Lick, Indiana, owner of the show, was in Gary when notified by telephone. Relief trains with doctors, nurses, surgical supplies and fire engines were sent from Hammond, Gary, East Chicago, and other nearby localities, but there was dearth of water supply. When finally water was brought in tank wagons, it was too late to do any good.

Sadly, the survivors were taken to Hammond, where they were to have given a performance that day. Instead of the gay holiday crowds expected, a weeping and bandaged throng of men and women performers gathered silently around a red and gilt trimmed ticket wagon on the Hammond Circus Grounds that afternoon, seeking word of the fate of their comrades.

From behind the bars of the window of the ticket wagon, Manager Dollmer began the task of registering the survivors and compiling the grim casualty list, as one by one the survivors filed mournfully past the window.

Joe Coyle, bandaged, said "There'll be no circus in Hammond tonight. The kids will get left this time". Then he fainted and had to be carried away on a stretcher.

Old-timers in the circus troupe were recalling a similar catastrophe of the Benjamin Wallace Shows, which later were merged into Hagenbeck-Wallace, at Durand Michigan; as one of the veterans put it. "Two sections of the train collided in the darkness on August 7th 1903, killing 26 persons and injuring many more. The first section, arriving from Charlotte, Michigan, was standing in the Grand Trunk Railway Yards at Durand when the second section, running at fifteen miles per hour, crashed into it. Engineer Probst of Battle Creek said he saw the red tail lights on the first section and applied his air brakes, but to his horror they refused to work. Then, he reversed his engine, but the momentum of a 35 car train was too great. Three cars of the first section were telescoped. The engine and five cars of the second were demolished. In the caboose of the first section, the members of the train crew were sleeping. The next two cars were filled with circus performers, also asleep. They never knew what hit them until it was too late. One of the cars was occupied by five elephants and several camels. An elephant and two camels were killed outright, but the other animals and their trainers escaped. As soon as they recovered from the shock, the trainers rushed to the cages to quiet the excited beasts, which were trumpeting and roaring with fear. The escaping steam and screams and cries made a terrifying spectacle in the early morning. A nearby hotel was used as a hospital. Engineer Probst, Fireman Colter and Head Brakeman Benedict, who had been riding the engine of the second section, agreed that if the brakes had been in working order the collision could have been avoided. Colter and Benedict jumped to safety as soon as they saw a collision was inevitable, but Probst remained at the throttle until within one hundred feet of the other train. Then he, too, saved himself by leaping!"

THE HAGENBECK - WALLACE WRECK
(Continued)

The loss of life at Ivanhoe was even worse than the Durand casualty list. L. W. Landman, Michigan Central General Passenger Agent was unable to explain what had caused the pile-up at Ivanhoe - "Unless" he said, "the engineer of the troop train was dead at the throttle". Rumors were afloat that a german spy had drugged Engineer Sargent in the hope of wrecking the troop train, which, however, happened to be empty. On June 27th, five days after the accident, an investigation was held at Hammond, jointly by the Bureau Of Safety of the Interstate Commerce Commission and the Indiana Public Service Commission, to determine the facts.

Engineer Gasper, of the circus train, testified that looking back, he saw his flagman protect the rear of his train with red and white lanterns, and saw him light a fusee, give a violent stop signal with it, and then throw the fusee into the air.

Fireman Phillips, of the circus train, who had been hired only a few months before, admitted this was his first trip so far west and said he was not familiar with all the signals. He did not know anything about the accident until he felt the crash. Then, he looked back and saw fire breaking out. The conductor of the circus extra, R. W. Johnson, testified he had been riding in the cupola with Trainmaster Whipple as they approached Ivanhoe and noticed that all the signals were working properly. It was he who spied the blazing hot box and signaled Engineer Gasper to stop. As they slowed down, the flagman dropped off, taking with him lanterns, a fusee and torpedoes; while he, Conductor Johnson, went forward to fix the hot box.

Looking back, Johnson saw the glare of the troop train's headlight rounding a curve and saw the flagman give a "washout" signal with the fusee, and then witnessed the crash.

The flagman, Timm, told how he had tried in vain to attract the attention of the engine crew on No. 8485, but there was no indication that they noticed him, and the engine sped on without slackening speed.

Conductor L. Johnson, of the troop train, said he met Engineer Sargent just after the collision, and asked how it happened; to which, the engineer replied, "I was dozing, otherwise asleep". Brakeman Jackson of the troop train confirmed this testimony.

The fireman on No. 8485, Gustave Klauss, whose period of employment dated from October 1917, did not testify at the hearing, but stated, "I did not see the circus train until we were nearly on top of it. Realizing that a collision could not be avoided, I grew dizzy and sick at the stomach. Engineer Sargent told me to jump. I crawled down from my seat in the cab, and that is the last thing I remember until I found myself on a train bound for my home in Michigan City. My mind must have been a blank when the collision came."

Several of the men who testified at the hearing said that Fireman Klauss seemed to be wandering about the scene in a daze.

THE HAGENBECK - WALLACE WRECK
(Continued)

Both Sargent and Klauss were arrested and tried for manslaughter. Sargent had hired out with the Michigan Central as a switch fireman in 1890 and had a good record up to January 1910 when he was discharged for running past a block signal, in the stop position, and colliding with the rear of a preceding train. On December 30, 1911, he had been reinstated and his record was clear until the Ivanhoe wreck. In his report to the M.C. Company officials, he said he had had little or no sleep since 5 A.M., June 21, and had had a couple of heavy meals before going out, realizing that he would get nothing more to eat until some time the next morning. Sargent said also in the report, "The wind was blowing very hard into cab on my side and I closed the window, which made the inside of cab more comfortable. Before reaching the next signal I dozed on account of heat in cab and missed it. Not realizing what had happened to me until within 70 or 90 feet, I awoke suddenly and saw the tail or marker lights, showing red on a train directly ahead of me. Not realizing that the rear end of this train was so close, I started to make a service application, but before completing it, placed brake-valve handle into emergency position. We struck almost instantly!"

At the trial, the truth came out. Sargent had taken kidney pills shortly before the collision, and these, as doctors and chemists testified, tended to produce unavoidable drowsiness. For this reason, he and Klauss were exonerated. Sargent went back to work, running a switch engine at Niles, Mich. He is now retired on pension.

Gustave Klauss never returned to the "iron trail". The havoc wrought by a box of pills was too much for him.

This story was retyped from "Railroad Stories"--February 1935 issue.

GLEANNED FROM THE BILLBOARD ETC.

ESCALANTE BROS. CIRCUS is readying near Los Angeles for the coming season. Goes out on IO trucks April 2.

COOPER BROS. MOTORIZED CIRCUS, of Omaha, goes on the road this season. D.C. Hawn is manager. J.C. Squires is in charge of advance. Wild west is headed by Kit Carson. Show is booking acts and looking for a band leader and musicians. In the market for a couple of elephants, too.

Mike Guy, and his IO-piece band, has signed with Bailey Bros. Was with the Wallace show last year.

Looks like five rail shows this summer. Austin Bros. goes out March 30, on IO cars. Has 70 head of stock and 3 elephants.

The CALIPH OF BAGDAD is title of Cole Bros. 1945 spec. Last year it was the CASTLE OF TAJ MAHAL. Show opens at Louisville middle of April.

Bob Stevens says his circus will retain the title of Bailey Bros. and will not change to Bonham Bros. as previously reported.

A
CIRCUS

COCKTAIL



(CONCOCTED IN 1881 BY P.T. BARNUM'S PRESS STAFF.)

Could we dip our pen in a rainbow and transfer its prismatic tints to paper, we might, perhaps, depict the transcendent and wondrous glories of our resplendent, phenomenal, free street parade in the glowing hues which its merits warrant. Grand as is the lustrous Heavens, in the full noon of night, picturesque as the kaleidoscopic visions of an artist's dream, and gorgeous as the barbaric splendors of the Orient, in its historic genesis, no mere word-painter can portray its magnificence. It is a scene of realistic, moving, glittering splendor, without a precedent. A cosmoramic pageant of nature's handiwork, supplemented by the deft hands of artisans and artists with mechanical and skilled device. Arabia with breath redolent with the scent of spices, Persia, the land of roses and perfumes, the boreal Arctics and Africa with its simoons, sands and suns, find realistic representations in this mammoth, moving, modern, miracle parade. Almond-eyed Celestials, tawny Moors, and warrior Zulus pass in congruous association with pale visaged representatives of the Caucassian race, while mythological gods and goddesses on monstrous moving thrones; towering elephants, in gold and scarlet housings, and massive cars crowned with living allegoric tableaux, form glittering and grand accessories to the mighty pageant. Courtly dames and lordly cavaliers, in the picturesque costume of the days of Louis Quatorze, and mounted on mettled, prancing steeds, intersperse the mighty throng; nodding plumes and waving banners add to the glories of the spectacle. Preceded by heralds, emblazoned with the coat of arms of those they serve, come a group of armored knights with visors drawn and pennons gaily fluttering at their lance's heads, while motley harlequins on sorry mules or driving refractory kicking ponies contribute to the humors of the occasion. The comfortably housed monarchs of the forest, wilderness and jungle, follow in their steel-ribbed dens and lairs, in a line so continuous as to seem to be drawn into infinity, while twenty-two massive chariots, each of separate design, and all of workmanship, the most elaborate and ornate, are drawn through the surging crowds, some with great teams of horses, and others with elephants, dromedaries, camels and zebras. Music lends its joyous aid, and three full bands strive in friendly rivalry for the guerdon of superiority. But, as have previously hinted, all attempts at description are futile, and are only "gilding refined gold and painting the lily." The parade must be witnessed to be appreciated. Remember this wonderful pageant can only be seen each morning moving at precisely 8.30 o'clock. It is worth traveling a hundred miles and sitting up all night to witness.

IN THE LIGHT OF SMOKING TORCHES

BY
J.W.G.



A railway crossing, on a summer night;
Black, smoking torches, with a dancing light;
A string of empty flat-cars on the track.

A canvas covered wagon here and there
A crew of sweating men who often swear;
A little tent where one may buy a "snack."

A heavy rumble o'er the village street;
The clank of harness, the thud of horses' feet;
A driver's cheery call to toiling steed.

A troop of camels, slowly rocking by;
A herd of elephants with mischief in each eye;
A keeper's curse on elephantine greed.

A constant click of countless equine feet;
A flood of big, red wagons down the street;
A straggling stream of men and women folks.

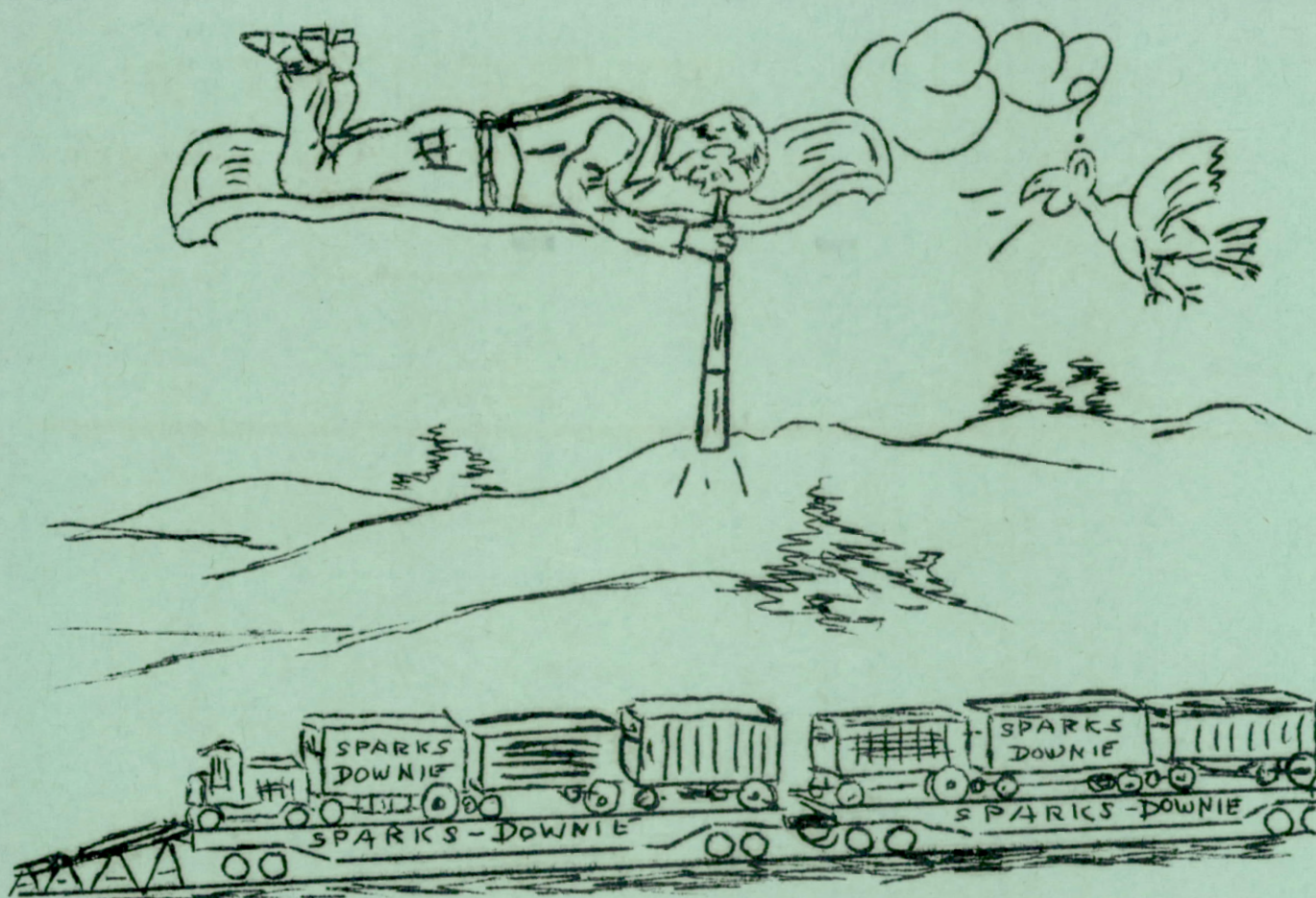
A coal-black stallion, with head held high;
A score of bread-backed horses, bright of eye;
A little group of Nature's human "jokes."

A silent street! The torches flicker out!
The tread of hurried feet! A raucous shout!
A train of darkened sleepers backing down.

A sleeping village! The night is dark and chill!
A locomotive whistles, loud and shrill!

The show is leaving town.

(Editor's note - We are indebted to Mr. Fred P. Pitzer for permission to print this colorful circus verse which originally appeared in the January, 1932 issue of his Circus Scrap Book.)



CROWLEY'S GREAT MYTHICAL SHOWS ~ (PART TWO)

!! FLASH !!

CHARLES SPARKS & DOWNIE BROS. WILD ANIMAL CIRCUS - No.2 UNIT OF THE CROWLEY BROS. CIRCUS INTERESTS INC., TRAVELING ON 20 RAILROAD CARS, ARRIVED IN FANCY AT DAWN TODAY.

Well boys, it looks like CIRCUS DAY in big red letters is here! So climb aboard the old MAGIC CARPET and we'll breeze over to the freight yards where a string of bright green and yellow double-length cars is being unloaded under the watchful eye of trainmaster, Al Jackson - This is John Crowley's "Dream Squadron" made up of 9 flats, 5 stocks and 5 sleepers - carrying a fabulous cargo of spangled wonders and thrilling thousands wherever it stops!

Already, six and eight horse teams of splendid dapple greys are lined up alongside the tracks, ready to haul the canvas shrouded parade wagons and wild animal dens to the lot as fast as they come down the runs, while snub nosed trucks and other teams of draft stock have made earlier trips to the grounds with the heavily loaded pole and baggage wagons - Crowley has packed a whale of a circus on 20 cars and every available inch of space on the train is taken up. To bear out this statement, let's take time off for some facts and figures on the show which the "Gover-

CROWLEY'S GREAT MYTHICAL SHOWS
(Continued)

nor" has recently released;

9-72 foot flat cars carry a total of 45 vehicles - including 13 CAGES, 1 STEAM CALLIOPE, 1 AIR CALLIOPE, 2 TRUCKS, 1 CATERPILLAR TRACTOR and 27 WAGONS OF VARIOUS KINDS.

5-72 foot stock cars transport 10 ELEPHANTS, 4 CAMELS, 36 HEAD OF RING STOCK or HORSES, 16 PONIES, 2 MULES, 80 HEAD OF BAGGAGE STOCK or DRAFT HORSES, 2 LLAMAS, 1 YAK, 1 ZEBU and 1 DROMEDARY.

13 cages contain 6 LIONS, 6 TIGERS, 5 LEOPARDS, 5 POLAR BEARS, 3 BLACK BEARS, 1 PYGMY HIPPO, 1 ANTEATER, 1 HYENA, 1 JAGUAR, 1 OCELOT, 2 APES, 1 BABOON, 4 SEALS, 14 BIRDS, 2 KANGAROOS and 12 MONKEYS - There are 6-8½ foot cross cages for the smaller animals, which simplifies the loading problem since this type of equipment only takes up 6 ft. when loaded crosswise on the flat car.

IN ADDITION TO THE "MACON", AN 80 FOOT ADVERTISING CAR: THERE ARE 3-80 FOOT COACHES FOR THE SHOW'S PERSONNEL, AN 86 FOOT COACH AND DINER AND AN 86 FOOT PRIVATE CAR, THE "RICHMOND".

COACHES ARE PAINTED LIGHT GREEN WITH LETTERS IN GOLD.

FLAT CARS ARE BRIGHT LIGHT MEDIUM YELLOW WITH LETTERING IN CIRCUS RED.

STOCK CARS ARE BRIGHT LIGHT YELLOW WITH RED LETTERING BORDERED IN LIGHT CREAM.

TRULY A BEAUTIFUL SHOW TRAIN!

But here comes #44 - Auxiliary Light Plant, the last wagon to be unloaded, so it's time for us to be heading over to the lot where SPARKS & DOWNIE BROS' tented city is rapidly rising into the air. John Crowley has invited all CHS members to be his special guests during the show's stay here and he has promised to slip us under the sidewall when the whistle blows for the afternoon performance!

Meanwhile, we'll watch the Big Top go up and then take a spin downtown where the highest curbstone on Main Street has been reserved for our use as a reviewing stand when the WORLD'S GREATEST FRET STREET PARADE passes by!

LOOK FOR THE STORY ON THIS IN THE NEXT ISSUE OF PARADE CALL!

BALLY-HUGH SAYS - " THE CIGGIE SHORTAGE HAS SURE HIT THIS SHOW HARD! - THE OTHER DAY, ADMIRAL ATOM, OUR RED HEADED MIDGET WAS WEARIN' HIS WHITE SUIT AND WHEN HE LAID DOWN BEHIND 38 WAGON FOR A SNOOZE - SIX COLORED BOYS ROLLED THE IVORIES TO SEE WHO'D SNIPE HIM!"

Whaddaya know!

Go-Go, The Dog-faced Boy



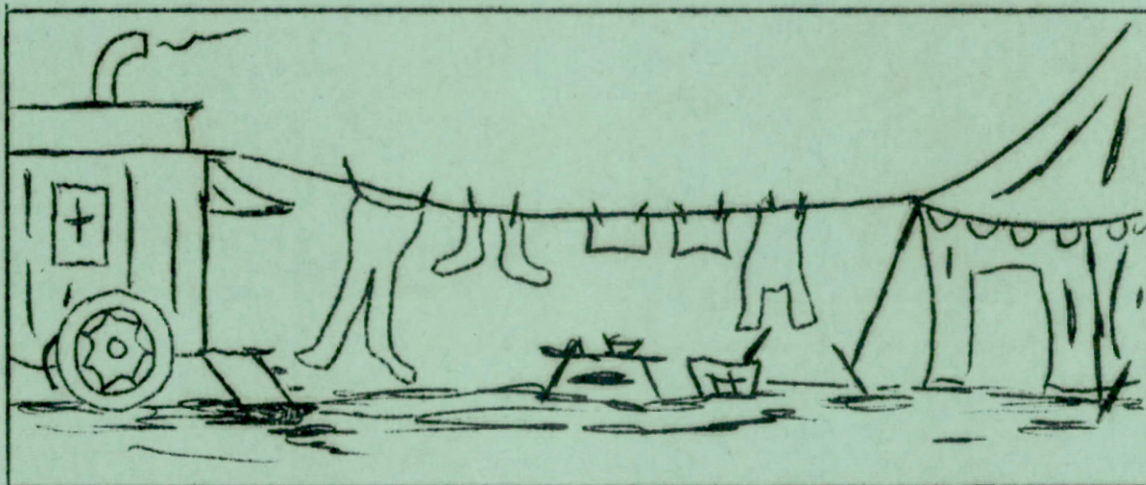
FROM
ALLEN WESCOTT

1. Who was Joice Heth?
2. What is a "Bill Show"?
3. Who was Dexter Fellows named for?
4. What circus toured Indiana by canal in the 1850's?
5. When did Jumbo arrive in America?
6. Who has been called the "Toscanini of the circus"?
7. Who was Blondin?
8. What is a funambulist?
9. What did "Cheerful" Gardner, Eddie Allen, Walter McLain, George Conklin, George "Deafy" Denman and Fred Alispaw have in common?
10. How were James A. Bailey (of Cooper & Bailey and Barnum & Bailey) and Hackaliah Bailey of Somers, N.Y. (who brought the elephant Old Bet to America) related?

(ANSWERS WILL BE FOUND ON THE BANNER LINE)

The first circus, of which we find any record, to visit Ellsworth, Maine, was STONE & MURRAY'S AMERICAN CIRCUS in 1842. The last mud show visiting that city was the NEW YORK CIRCUS, BUNNEL'S MUSEUM, AND CENTRAL PARK MENAGERIE in 1883. The railroad built to Ellsworth the following year and the first railroad show to appear was BARNUM & LONDON (Barnum, Bailey & Hutchinson, sole owners and managers) on July 4, 1885. P.T. Barnum accompanied the fifty car show which featured the "Great Living Mammoth, Jumbo", "the \$200,000 White Elephant purchased from King Theebau", "Jo-Jo, the Dog Faced Boy, who performed before the Czar" and "Arada the Wild Man." This must have been one of Jumbo's last appearances in this country since he was killed in Canada a couple of months later.

Other circuses which have appeared in the Hancock County seat of Maine, include Adam Forepaugh, Walter L. Main, Scribner & Smith, Frank L. Robbins, Washburn, Sig Sautelle, John H. Sparks, John B. Doris, Irwin, Robert Hunting, and Charles Sparks.



TIGHTS AND TINSEL

We have recently acquired for our collection, an interesting old document dated August 8, 1842, bearing the signature of William June, Agent for RAYMOND, OGDEN & CO.'S MENAGERIE and containing the following text;

Articles ordered of DAVID BUEL, INN HOLDER of Easthampton, Mass. for RAYMOND, OGDEN & CO.'S MENAGERIE that is to be in this place on the 16th day of August, 1842.

Boarding and Lodging for 27 men, (more or less,) at 50 cts. each man per day, three meals each.

40 Horses, (more or less,) to Hay, including stabling and bedding, at 17 cts. each horse per day, or 24 hours.

20 to 25 bushels Oats, at cost 50 Cts. per bushel.

Elephant Hay, at 60 Cts. per 100 lbs.

As per Bill - 64 lbs. of fresh Beef, at 4 Cts. per lb. - B. Strong to furnish.

Ground to Exhibit on. 110 by 70 feet.

The above articles to be of good quality.

The Hay and Grain to be delivered to the several places where the horses may be placed.

The Managers will not be accountable for any Bar Bills.

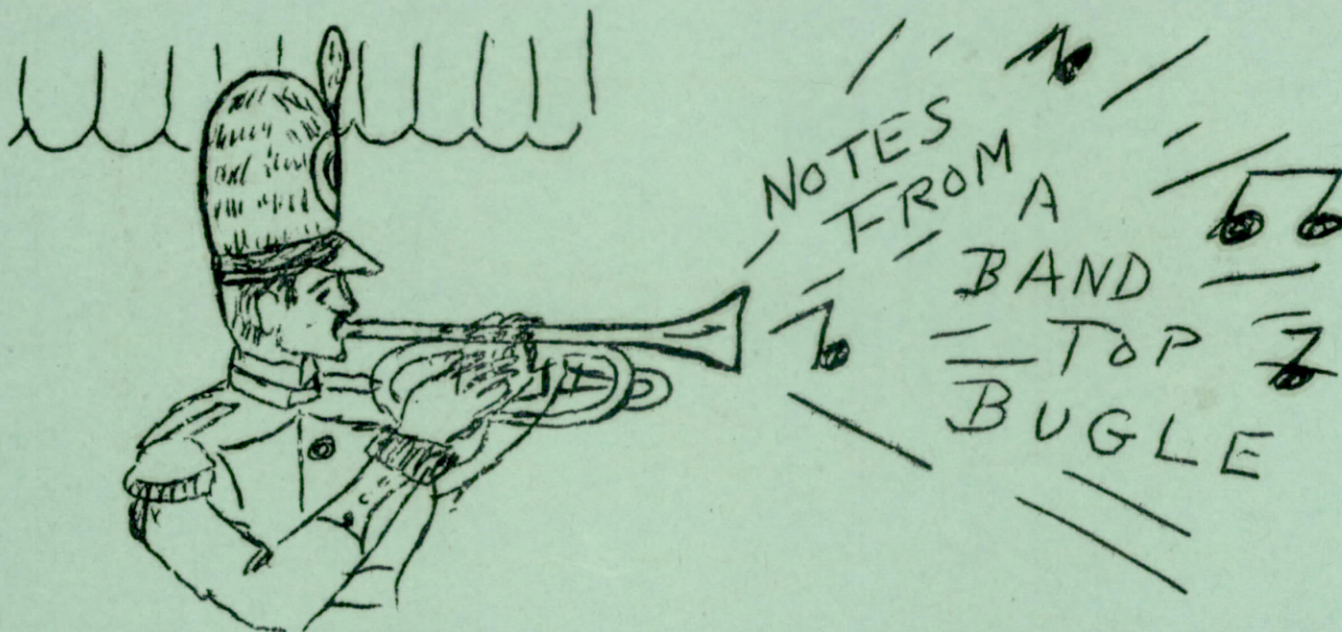
8 to 10 Men will be for Breakfast on the 16th.

THOSE WERE THE DAYS! - THREE MEALS AND A BED FOR FIFTY CENTS AND NO BLUE OR RED POINTS!

Henry Ford owns a calliope that was used on the old WALTER L. MAIN show forty years ago. The calliope is housed in one of the museum buildings at the Edison Institute, Dearborn, Michigan.

THE NEW YORK CIRCUS and BEN MAGINLEY'S CIRCUS played day and a date in Bath, Maine on Friday, July 17th 1874.

SPARKS' CIRCUS WANTS--Producing Clown and two good clowns, Comedy Acrobatic Act, Wild West People for Concert, Assistant Boss Canvasman, Kid Worker, Drivers and Workingmen in all departments. Address CHAS. SPARKS, Manager. Route: River Falls, Wis., Aug. 1; Menomonie, Wis., 2; Mondovi, Wis. 3; Black River Falls, Wis. 5; Neillsville, Wis. 6; etc.-----FROM "BILLBOARD"-1918



Circus fans are always proud (and justly so,) of the mileage records they hang up at the close of each outdoor season - John Smith of Mass. traveled 600 miles and visited 5 different shows during 1944 - etc., but Ed Brown tells of a fellow who puts us all to shame!

It seems that in 1895 when the GREAT EASTERN CIRCUS ventured into the wilds of Aroostock County up in Maine, a well dressed young man mounted his shiny new bicycle and pedaled behind the caravan in fair weather or foul for five solid weeks, appearing on the lot each day and stopping at the same hotel with the performers. Ed says that he was a quiet sort of chap, never getting underfoot or flirting with the girls of the troupe but apparently just one of those slap-happy victims of the "Big Top Bug" - at any rate, we know that he must have had a swell time even though he did it the hard way and we hereby nominate him - No. 1 MEMBER OF THE CALLIOPE CHASERS OF AMERICA CLUB!

Chris Viohl Jr. of Delaware - Here's something to make your eyes pop open - Chris has got a model show, Viohl Bros, and believe it, he has a complete replica of the R.B.B.B. "old time parade spec" including a beautiful model of the 'Liberty Bandwagon' with band and also the clown band on top of a den. Chris is not faced with labor shortage, as he carves his own personnel - most noticeable is the realistic clown band - GREAT WORK.

Art Gunther of Conn. has received a very nice letter from Terrell Jacobs in the past month and Jacob states he's busy breaking in some new lions and tigers. He, also, has two new young polar bears and is building a new cage wagon for them with old wheels as he can't get rubber now. Art has just acquired three splendid 8 by 10 photos of three different poses of Terrell Jacobs with his lions.

Larry Butler, who lives in the shadow of our Maine State Capitol Building, dropped in at the office wagon the other day and stated that work on his new model of the SELLS - FLOTO CIRCUS is progressing satisfactorily. Several wagons are fully completed,

NOTES FROM A BAND TOP BUGLE
(Continued)

including a cookhouse steam wagon, a water wagon, stake driver and three baggage wagons. Larry's replica of the famous old S-F Elephant Tab is nearly ready and an order for special carvings to be used on this parade vehicle, has gone to the Allaire Wagon Shops in Portland. Ten bulls, twelve camels and other hay-eating animals are now comfortably housed in the Butler winter quarters.

Dr. Olzendam has been appointed chief veterinarian, and we can feel at ease that our draft stock is kept in perfect condition for the coming 1945 season.

Your editor is anxiously awaiting delivery of a beautiful new cage wagon from the Allaire Circus Shops and I understand that it will contain three very realistic bengal tigers - MADE IN JAPAN! (Strictly prewar we hope!)

Ken Amadon and John Mc Donough have been attempting to attend all Indoor Circuses and Rodeos playing in Mass. this winter - at last news from Manchester, N.H.

Harshman & Hemphill of Md. get together many a night in interest of C.F.A. & C.H.S. circus activities.

With THANKS to our unheralded PRESS REPRESENTATIVE, Allen Wescott, - many of our items of interest for our PARADE CALL & SPUDPILE GAZETTE come from him, and Allen is never near the whistle to take a fanfare.

Charles Davitt suggests that July 4 th be set for a Two Hemispheres Convention, and that it be held in the city or town in Mass. in which a circus is showing at the time. This is if the BIG ONE does not play Boston. (Editors want more opinions on this Convention)

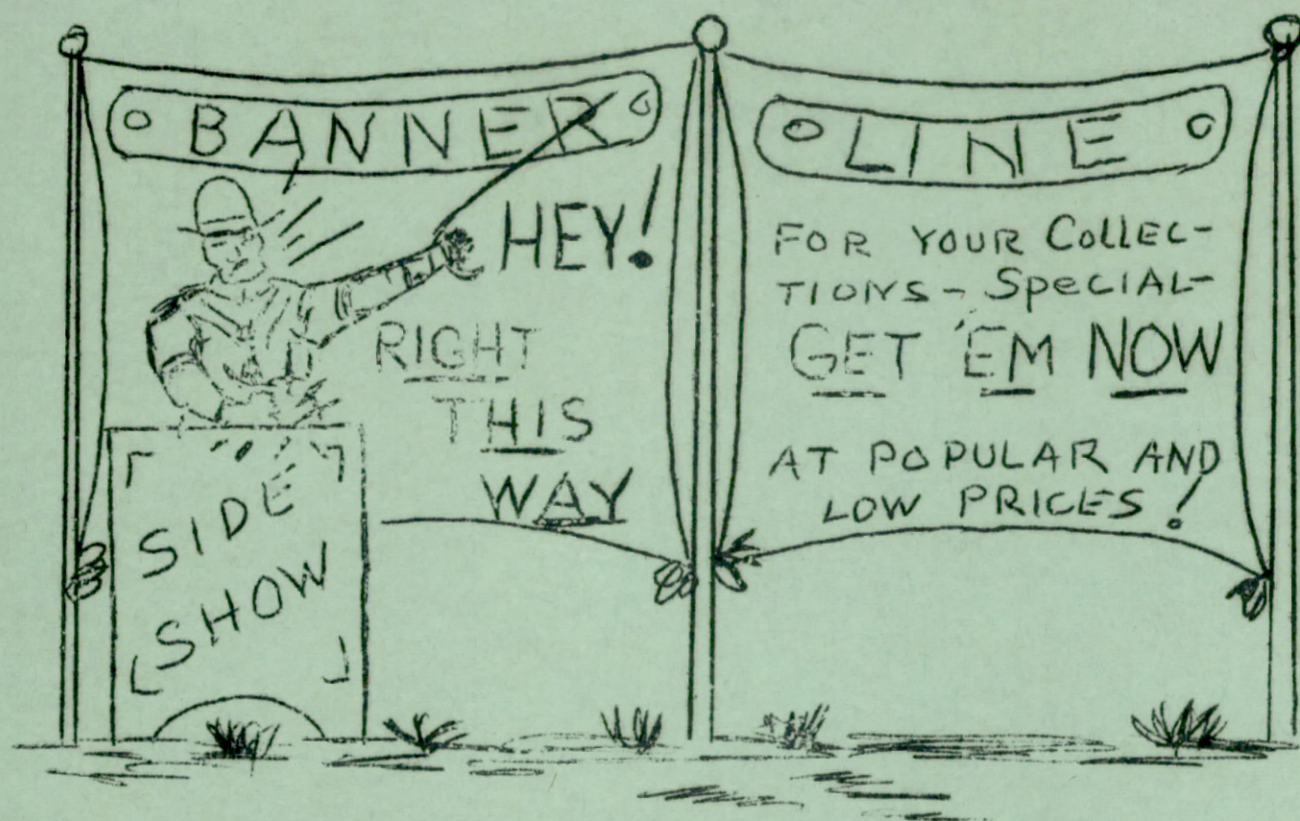
Machado of New Bedford, Mass. is slowing going ahead-is collecting a letter-head here and there. He would like to hear from more fans who might have full page letter-heads to sell.

Baney of Md. is progressing on his model truck show, but misses his partner, his nephew, George Lloyd, who is serving in the navy.

The sunburst wheels of industry are turning at a dizzy rate in the buildings of the ALLAIRE & NEWELL WORLD FAMOUS SHOWS as Maurice Allaire strives to fill orders from rival organizations while replenishing his own rolling stock! Then there are the many duties of his office as Driver of our Division to be attended to in addition to publishing PARADE CALL and THE SPUDPILE GAZETTE. All in all, Maurice is busier than a 40-horse driver in a traffic jam.

George Morrissey of Washington, D.C. has been doing quite a bit of visiting around among C.H.S. members. He has visited Harshman, Hemphill, and Baney in Maryland in the past couple months.

Your driver is now making a model of the Sea Serpent Tableau and has plans to build the Liberty Bandwagon as on the R.B.B.B. litho with sunburst wheels, and not as the original.



(MAY WE ALL MEET)
(ON THE LOT IN 1945)
Lets do all we can to keep those
RED WAGONS ROLLING.
-Best Wishes-

KEN AMADON
P.O. Box 51, Manchester, N.H.

WANTED

I'd like to buy a piece of STRONG
1/32" SHEET METAL, about a foot
Sq.. Want it so it can be cut in-
to thin 1/16" strips and not bend
so easily.

ARTHUR P. GUNTHER
78 Florence St.
S. Manchester, Conn.

FOR SALE

FINER PHOTOS FOR YOUR CIRCUS ROOM OR ALBUMS.

8 x 10" SIZE - \$1.00
3 - \$2.50

LOOK →

GOLLMAR BROS.

1. BANDWAGON
2. AIR CALLIOPE
3. LION CAGE

DON SMITH,
Box 146
Farmington, Mich.

← LOOK

ADDRESS ALL COMMUNICATIONS TO "PARADE CALL", EDITORIAL OFFICES
MAURICE ALLAIRE 8 WEYMOUTH STREET PORTLAND 4, MAINE

ANSWERS TO "WHADDAYA KNOW"
(Continued)

7. Emile Gravelet, better known as Charles Blondin, a Frenchman and the most famous of the tight-wire walkers. He crossed the gorge of Niagara Falls on a tight-rope in 1859. (There was also an elephant man named Leon Blondin).
8. A tight-rope walker; a high wire walker or dancer. Examples are Blondin, Ella Zuila, Meers Brothers, George Omo, Virginia Aragon, Bird Millman and Con Coleano.
9. All were famous bull men (elephant trainers).
10. Not related. James A. Bailey's name was originally McGuinness.

***** WANT *****

SPARKS LITHO -----WILL PAY CASH

----- FOR SALE -----

Robbins Photos - 1938 - set of 10--3x5 -----\$1.00

ALSO PICS FOR SALE OF RINGLINGS BROS - COLE BROS - MILLS BROS. -
WALLACE-BEATTY - GILBERT BROS. - HAGENBECK
WALLACE"(34)" etc. Size 616 - About 7¢ each.

MAURICE J. ALLAIRE
8 WEYMOUTH STREET
PORTLAND 4, MAINE

WANTED

MEMBERS TO SEND IN MATERIAL FROM MASS., RHODE ISLAND, CONN., NEW
HAMPSHIRE, VERMONT, MARYLAND, DELAWARE, DISTRICT OF COLUM-
BIA -----

FOR FUT-URE ISSUES OF PARADE CALL . SEND IN CIRCUS MATERIAL FROM
YOUR NATIVE STATE THAT OTHERS
WOULD BE INTERESTED IN.

NO MATTER HOW SMALL OR LARGE AN ARTICLE -SEND IT IN AT ONCE!

RATES FOR FULL PAGE ADS ARE \$1.00

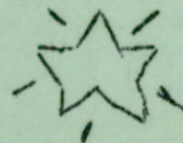
RATES FOR HALF PAGE ADS ARE 50¢

RATES FOR QUARTER PAGE ADS 25¢

RATES FOR SMALLER AD 15;

STOP! LOOK! LISTEN!

FOR THE MAY ISSUE OF THE
PARADE CALL!



UNRIVALED! UNEQUALED! UNRARRALLELED! UNSURPASSED! UNAPPROACHED!



WORLD'S BIGGEST
AND BEST



NOW BIGGER, BETTER, GRANDER
THAN EVER.

INAUGURATING A SECOND SUCCESSFUL SEASON & TRIUMPHAL TOUR.

AGAIN PRESENTING

A MIGHTY AMALGAMATED AGGREGATION OF CAPTIVATING CIRCUS MEMORABILIA,
PATRONIZED AND ENDORSED BY THE ELITE AND THE INTELLIGENTSIA. UNI-
VERSALLY ACCLAIMED THE MOST POPULAR PARAGON OF THE AMUSEMENT WORLD.

A PRODIGEOUS PROGRAM EMBRACING EQUILIBRISTS, EQUIPOISERS, EQUES-
TRIANS, ACROBATS, AERIALISTS, TUMBLERS AND LEAPERS IN THRILLING
ACTS OF SKILL AND DARING. A PHALANX OF FOOLISH FUNMAKERS IN FANTAS-
TIC FEATS OF FRIVOLITY. GORGEOUS AND MAGNIFICENT SPECTACLE OF UN-
SURPASSED ELEGANCE AND BEAUTY. CONGRESS OF ROUGH RIDERS AND HISTOR-
IC WILD WEST. EXTENSIVE AND SELECT MENAGERIE. STUPENDOUS ANNEX OF
STARTLING WONDERS. A VAST ENSEMBLE INCLUDING THE MOST NOTED NAMES
EVER TO GRACE THE WORLD OF SAWDUST AND SPANGLES.

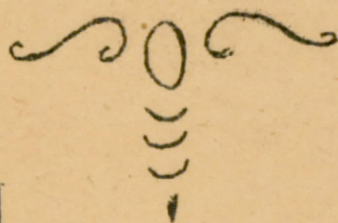
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THE
BIGGEST



UNDENIABLY
THE
BEST

THE GUNROOM BOOKSELLERS

NORTH CASTINE MAINE



INCREDIBLE! INCOMPARABLE! IMMEASURABLE! ILLIMITABLE! INESTIMABLE!

CIRCUS PHOTOS

AL G. BARNES CIRCUS -set of 8 - season of 1934 for \$1.00
COLE BROS. CIRCUS -set of 8 - season of 1935 for \$1.00

All size 4x6.

(Note: these are enlargements of my former views that so many collectors have purchased of me in the past.)

RARE

CHRISTY BROS. CIRCUS -set of 8 - season of 1929 for only \$1.25-4x6

ALL POST-PAID

Let me have list and prices of circus advertising you have for sale
Give full description and price first letter.

WANT

Old Billboards, Clippers, Greater Show World, etc.

Have items to exchange.

WALTER W. TYSON
27 Green St.,
Guelph, Ontario, --Canada.

- WANTED -

OLD NEW ENGLAND NEWSPAPERS WITH CIRCUS DISPLAY ADVERTISEMENTS AND
STORIES

WOULD ALSO LIKE TO OBTAIN A COPY OF THE BOOK - "BOSS ELEPHANT"

*BY

COURTNEY RYLEY COOPER

JOHN M. BROWN
265 MAINE STREET
BRUNSWICK, MAINE

ANSWERS TO "WHADDAYA KNOW"

1. An ancient negress exhibited by Barnum. She was purported to be 161 years old and the nurse of George Washington.
2. A wild west. So-called because so many of them, in imitation of Buffalo Bill and Pawnee Bill, used such titles as Broncho Bill, Texas Bill, Indian Bill, Lone Bill, Oklahoma Bill, Buckskin Bill, -
3. Dexter, famous race horse, who, in 1867 broke the record set by Flora Temple. His own record of 2:17 $\frac{1}{2}$ was broken in 1871 by Goldsmith's Maid. There is a well-known Currier & Ives lithograph of Dexter.
4. Spaulding & Rogers Circus Co. Theirs was a "floating palace."
5. Barnum's huge African elephant, purchased from the Royal Zoological Gardens, Regent's Park, London, arrived at New York on the S.S. Assyrian Prince, April 9, 1882.
6. Merle Evans, leader of the Ringling-Barnum band, was given this appellation by Robert Ringling. Incidentally, Eddie Woekener, Cole circus bandmaster, has been called the "Sousa of the White Tops".